FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2007-04

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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Oklahoma City, OK 73125-0460
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2007-01

2006-26-03		Alpha Aviation Design Limited	R2160
2006-26-07		Turbomeca	Engine: Arrius 2B1, 2B1A, and 2B2 turboshaft
2006-26-08		Raytheon Aircraft Company	390

Biweekly 2007-02

2007-01-03		Stemme GMBH & Co. KG	Gliders: S10-VT
2007-01-04		Turbomeca	Engine: Artouste III B and III B1 turboshaft
2007-01-05		Sikorsky Aircraft Corporation	Rotorcraft: S-61L, N, R, and NM
2007-01-06	S 2004-24-08	Bell Helicopter Textron Canada	Rotorcraft: 206A, B, L, L-1, L-3, and L-4

Biweekly 2007-03

2007-02-04		SOCATA-Groupe Aerospatiale	TB 20 and TB 21
2007-02-08		EADS SOCATA	TBM 700
2007-02-11	S 2002-22-11	EXTRA Flugzeugproduktions-und Vertriebs-GmbH	EA-300, EA-300L, EA-300S, EA-300/200
2007-02-12		Reims Aviation	F406
2007-02-13		DORNIER LUFTFAHRT	228-212
2007-02-17		Turbomeca	Engine: Arriel -1A, -1A1, -1A2, -1B, -1B2, -1C, -1C1, -1C2, -1D, -1D, -1D1, -1K1, -1E, -1E2, -1S, and -1S1 series
2007-03-06		Pilatus Aircraft Limited	PC-12 and PC-12/45
2007-03-08		Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2007-03-14		Turbomeca	Engine: Arriel 2B1

Biweekly 2007-04

2003-17-05R1	R 2003-17-05	Short Brothers	SC-7 series 2 and SC-7 series 3
2004-23-02	COR	Raytheon	65, 90, 99, 100, 200, 1900, 70, and 300
2005-17-17 R1	R 2005-17-17	Turbomeca S.A.	Engine: Arrius 2F turboshaft
2007-03-16		EADS Socata	TBM 700
2007-03-17		EADS Socata	TBM 700
2007-03-20		Turbomeca S.A	Engine: Makila 1A and 1A1 turboshaft
2007-04-01		Pacific Aerospace	750XL
2007-04-02		CTRM Aviation Sdn.	Eagle 150B
2007-04-08		EADS	TBM 700
2007-04-12		Gippsland Aeronautics Pty.	GA8
2007-04-13		EADS	TBM 700
2007-04-51	E	General Electric Aircraft Engines	Engine GE CF34-3B1
2007-05-51	E	MD Helicopters Inc.	MD600N

2003-17-05R1 Short Brothers & Harland Ltd.: Amendment 39-14946; Docket No. FAA-2006-25926; Directorate Identifier 2000-CE-17-AD.

Effective Date

(a) This AD becomes effective on March 23, 2007.

Affected ADs

(b) This AD revises AD 2003-17-05, Amendment 39-13279.

Applicability

(c) This AD applies to Models SC-7 Series 2 and SC-7 Series 3 airplanes, all serial numbers, that are certificated in any category.

Unsafe Condition

(d) This revised AD results from conflicting information of the repetitive inspection requirement between one of the service bulletins and the maintenance program if an operator chooses to extend the life limit. We are issuing this AD to clarify the inspection information to prevent failure of critical structure of the aircraft caused by fatigue.

Compliance

(e) Do not operate the airplane upon accumulating the applicable life limit or within the next 90 days after September 29, 2003 (the effective date of AD 2003-17-05), whichever occurs later. For owners/operators that do not have a record of the number of flights on the aircraft, assume the number of flights on the basis of two per operating hour. The following table presents the life limits:

TABLE 1. — *Original Life Limits*

Serial Number	Life Limit
(1) SH1845 and SH1883	10,000 hours time-in-service (TIS)
(2) SH1847	15,200 hours TIS
(3) SH1889	13,805 flights
(4) SH1943	11,306 flights
(5) SH1960	4,142 flights
(6) All airplanes that do not have serial number SH1845, SH1883, SH1847, SH1889, SH1943, or SH1960.	20,000 flights

(f) For airplanes with serial numbers SH1845, SH1847, or SH1883: You can extend the life limits by doing the actions of Shorts Service Bulletin No. 51-52, Revision No.: 4, dated: July 16, 2002 (and all service information or modifications referenced in the Planning Information section of the service bulletin), and Shorts Skyvan Maintenance Program, Amendment List No. 22, dated May 7, 2003, or Amendment List No. 23, dated December 14, 2004, or Amendment List No. 24, dated November 2, 2006. You may use any future amendment to this maintenance program if it does not change the inspection intervals, requirements, or the life limits of this AD or the previous amendments. The following table presents the extended life limit:

TABLE 2. — *Extended Life Limits After Incorporation of Required Inspections and Modifications*

(1) SH1845:	13,456 hours TIS.
(2) SH1847:	20,200 hours TIS.
(3) SH1883:	15,000 hours TIS.

(g) For airplanes with serial numbers SH1889, SH1943, or SH1960: You can extend the life limits by doing the actions of Shorts Service Bulletin No. 51-52, Revision No.: 4, dated: July 16, 2002 (and all service information or modifications referenced in the Planning Information section of the service bulletin including Shorts Service Bulletin No. 51-51, Revision No.: 6, dated: March 14, 1983; or Shorts Service Bulletin No. 51-51, Revision No.: 8, dated: July 5, 2006. You cannot use Shorts Service Bulletin No. 51-51, Revision No.: 7, dated: January 2005.), and Shorts Skyvan Maintenance Program, Amendment List No. 22, dated May 7, 2003, or Amendment List No. 23, dated December 14, 2004, or Amendment List No. 24, dated November 2, 2006. You may use any future amendment to this maintenance program if it does not change the inspection intervals, requirements, or the life limits of this AD or the previous amendments. The following table presents the extended life limit:

TABLE 3. — ***Extended Life Limits After Incorporation of Required Inspections and Modifications***

Serial Number	Extended Life Limit
(1) SH1889:	20,094 flights.
(2) SH1943:	17,325 flights.
(3) SH1960:	8,449 flights.

(h) For airplanes that do not have serial numbers SH1845, SH1847, SH1883, SH1889, SH1943, or SH1960: You can extend the life limit to 27,000 flights by doing the actions of Shorts Service Bulletin No. 51-51, Revision No.: 6, dated: March 14, 1983; or Shorts Service Bulletin No. 51-51, Revision No.: 8, dated: July 5, 2006; and Shorts Skyvan Maintenance Program, Amendment List No. 22, dated May 7, 2003; or Amendment List No. 23, dated December 14, 2004 or Amendment List No. 24, dated November 2, 2006. You may use any future amendment to this maintenance program if it does not change the inspection intervals, requirements, or the life limits of this AD or the previous amendments. You cannot use Shorts Service Bulletin No. 51-51, Revision No.: 7, dated: January 2005.

(i) The repetitive visual inspection requirements using Shorts Service Bulletin No. 57-59, which is referenced on page 3 of Shorts Service Bulletin No. 51-51, Revision No.: 6, dated: March 14, 1983, paragraph C (Special limitations) are every 2,400 flights; and the repetitive visual inspection program in Skyvan Maintenance Program, Maintenance Program Appendix 1, parts A and B (Section 57-00, Item 3) are every 1,100 flights or 800 hours TIS intervals, whichever occurs first. You must use the repetitive inspection intervals of the Skyvan Maintenance Program for the repetitive inspection of the wing structure, skin, and skin doublers to be every 1,100 flights or 800 hours TIS, whichever occurs first and not the 2,400 flights as stated in Shorts Service Bulletin No. 51-51, Revision No.: 6, dated: March 14, 1983.

Alternative Methods of Compliance (AMOCs)

(j) The Manager, Standards Office, Small Airplane Directorate, FAA, ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(k) AMOCs approved for AD 2003-17-05 are approved for this AD.

Material Incorporated by Reference

(l) You must use Shorts Service Bulletin Number 51-52, Revision No: 4, dated July 16, 2002; or Shorts Service Bulletin Number 51-51, Revision No: 6, dated March 14, 1983; or Shorts Service Bulletin Number 51-51, Revision No: 8, dated July 5, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Shorts Service Bulletin Number 51-51, Revision No: 8, dated July 5, 2006, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The Director of the Federal Register previously approved the incorporation by reference of Shorts Service Bulletin No. 51-51, Revision No.: 6, dated: March 14, 1983; and Shorts Service Bulletin No. 51-52, Revision No.: 4, dated: July 16, 2002, on September 29, 2003 (68 FR 50689, August 22, 2003).

(3) For service information identified in this AD, contact Short Brothers PLC, P.O. Box 241, Airport Road, Belfast BT3 9DZ Northern Ireland; telephone: 011 44 (0) 28 9045 8444; facsimile: 011 44 (0) 28 9073 3396.

(4) You may review copies at the FAA, FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:
http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html
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Issued in Kansas City, Missouri, on February 8, 2007.
Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-2505 Filed 2-15-07; 8:45 am]

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

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The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

[CORRECTION published in Federal Register February 16, 2007 (Volume 72, Number 32); Page 7581; www.access.gpo.gov/su_docs/aces/aces140.html]. Go to attached "pdf" copy for full correction text. This copy reflects the correction

2004-23-02 Raytheon Aircraft Company: Amendment 39-13857; Docket No. 2003-CE-51-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on December 23, 2004.

What Other ADs Are Affected by This Action?

(b) This AD supersedes AD 87-22-01 R1, Amendment 39-6312.

What Airplanes Are Affected by This AD?

(c) This AD affects the following airplane models and serial numbers that:
(1) Do not incorporate Kit No. 1001-8030-1 S or Kit No. 114-8015-1 S (as applicable); and
(2) Are certificated in any category:

Model	Serial numbers
(i) A65 and A65–8200	LC–240 through LC–335.
(ii) 70	LB–1 through LB–35.
(iii) 65–A80, 65–A80–8800, and 65–B80	LD–151 through LD–511.
(iv) 65–88	LP–1 through LP–26, LP–28, and LP–30 through LP–47.
(v) 65–90, 65–A90, B90, C90, and C90A	LJ–1 through LJ–1190.
(vi) 65–A90–1 (U–21A, JU–21A, U–21G, RU–21A, RU–21D, and RU– 21H).	LM–1 through LM–141.
(vii) 65–A90–2 (RU–21B)	LS–1 through LS–3.
(viii) 65–A90–3 (RU–21C)	LT–1 and LT–2.
(ix) 65–A90–4 (RU–21E and RU–21H)	LU–1 through LU–15.
(x) E90	LW–1 through LW–347.
(xi) F90	LA–2 through LA–236.
(xii) H90 (T–44A)	LL–1 through LL–61.
(xiii) 99, 99A, A99, A99A, B99, and C99	U–1 through U–239.
(xiv) 100 and A100	B–2 through B–93, and B–100 through B–247.
(xv) A100 (U–21F)	B–95 through B–99.
(xvi) A100–1 (U–21J)	BB–3 through BB–5.
(xvii) B100	BE–1 through BE–137.
(xviii) 200 and B200	BB–2, and BB–6 through BB–1314.
(xix) 200C and B200C	BL–1 through BL–72, and BL–124 through BL–131.
(xx) 200CT and B200CT	BN–1 through BN–4.
(xxi) 200T and B200T	BT–1 through BT–33.
(xxii) A200 (C–12A and C–12C)	BC–1 through BC–75 and BD–1 through BD–30.
(xxiii) A200C (UC–12B)	BJ–1 through BJ–66.
(xxiv) A200CT (C–12D, FWC–12D, and C–12F)	BP–1, BP–7 through BP–11, BP–19, and BP–24 through BP–63.
(xxv) A200CT (RC–12D and RC–12H)	GR–1 through GR–19.
(xxvi) A200CT (RC–12G)	FC–1 through FC–3.
(xxvii) A200CT (RC–12K)	FE–1 through FE–9.
(xxviii) B200C (C–12F)	BL–73 through BL–112, BL–118 through BL–123, and BP–64 through BP–71.
(xxix) B200C (UC–12F)	BU–1 through BU–10.
(xxx) B200C (UC–12M)	BV–1 through BV–10.
(xxxi) 300	FA–1 through FA–168, and FF–1 through FF–19.
(xxxii) 1900	UA–1 through UA–3.
(xxxiii) 1900C	UB–1 through UB–74, and UC–1 through UC–78.
(xxxiv) 1900C (C–12J)	UD–1 through UD–6.

What Is the Unsafe Condition Presented in This AD?

(d) The actions specified in this AD are intended to detect and correct cracks in the nose landing gear (NLG) fork, which could result in reduced structural integrity and failure of the NLG fork to carry design ultimate load. This failure could result in loss of control of the airplane during take off, landing, and taxi operations.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Inspect, using fluorescent liquid penetrant or magnetic particle method, the nose landing gear (NLG) fork assembly for any signs of cracks unless Kit No. 101–8030–1 S or Kit No. 114–8015–1 S (as applicable) is incorporated, then no further action is required.	*For airplanes previously affected by AD 87– 22–01 R1:* Initially inspect within 200 hours time-in-service (TIS) after the last inspection required by AD 87–22–01 R1. *For airplanes not previously affected by AD 87–22–01 R1:* Initially inspect within the next 200 hours TIS after December 23, 2004 (the effective date of this AD), unless already done.	Follow the instructions in Part II of Raytheon Aircraft Company Mandatory Service Bulletin SB 32–2102, Revision 7, Revised: July, 2003.
(2) If cracks are found during the inspection required in paragraph (e)(1) of this AD, incorporate Kit No. 101–8030–1 S or Kit No. 114–8015–1 S (as applicable).	Before further flight after December 23, 2004 (the effective date of this AD).	Follow the instructions in Part II of Raytheon Aircraft Company Mandatory Service Bulletin SB 32–2102, Revision 7, Revised: July, 2003.
(3) If no cracks are found during the inspection required in paragraph (e)(1) of this AD, repetitively inspect until Kit No. 101–8030–1 S or Kit No. 114–8015–1 S (as applicable) is incorporated. When Kit No. 101–8030–1 S or Kit No. 114–8015–1 S is incorporated, no further action is required.	Repetitively inspect at intervals not to exceed 200 hours TIS after the initial inspection required in paragraph (e)(1) of this AD. Incorporate Kit No. 101–8030–1 S or Kit No. 114–8015–1 S (as applicable) prior to further flight after any inspection in which cracks are found.	Follow the instructions in Part II of Raytheon Aircraft Company Mandatory Service Bulletin SB 32–2102, Revision 7, Revised: July, 2003.
(4) Incorporating Kit No. 101–8030–1 S or Kit No. 114–8015–1 S (as applicable) is the terminating action for the repetitive inspection requirements specified in paragraph (e)(3) of this AD.	Kit No. 101–8030–1 S or Kit No. 114–8015–1 S (as applicable) can be incorporated at any time. When incorporated, no further action is required.	Follow Raytheon Aircraft Company Mandatory Service Bulletin SB 32–2102, Revision 7, Revised: July, 2003.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Steven E. Potter, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4407.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Raytheon Aircraft Company Mandatory Service Bulletin SB 32-2102, Revision 7, Revised: July, 2003. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html

Issued in Kansas City, Missouri, on November 1, 2004.
James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-24718 Filed 11-8-04; 8:45 am]
BILLING CODE 4910-13-P

2005-17-17R1 Turbomeca S.A.: Amendment 39-14940; Docket No. FAA-2005-22039; Directorate Identifier 2005-NE-33-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective March 21, 2007.

Affected ADs

(b) This AD revises AD 2005-17-17, Amendment 39-14238.

Applicability

(c) This AD applies to Turbomeca S.A. Arrius 2F turboshaft engines that have not incorporated modification Tf75. These engines are installed on, but not limited to, Eurocopter EC120B helicopters.

Unsafe Condition

(d) This AD results from Turbomeca S.A. introducing a check valve piston design requiring no O-ring. We are issuing this AD to prevent an uncommanded in-flight shutdown of the engine, which could result in a forced autorotation landing and damage to the helicopter.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

O-ring Replacement

(f) Replace the O-ring on the check valve piston in the lubrication unit at the intervals specified in Table 1 of this AD. Use the “Instructions to be Incorporated,” 2.A. through 2.C. (2) of Turbomeca Alert Service Bulletin No. A319 79 4802, Update No. 1, dated April 3, 2006, to replace the O-ring.

Table 1 – Compliance Times for O-ring Replacement

If the class of oil is:	Then replace the O-ring by the later of:	Thereafter, replace the O-ring within:
(1) HTS or unknown.	300 hours time-since-new (TSN) or 50 hours after the effective date of this AD.	300 hours time-since-last replacement (TSR).
(2) STD.	450 hours TSN or 50 hours after the effective date of this AD.	500 hours TSR.

Alternative Methods of Compliance

(g) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(h) Contact Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7175, fax (781) 238-7199; e-mail: christopher.spinney@faa.gov for more information about this AD. European Aviation Safety Agency AD No. 2006-0141, dated May 29, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(i) You must use Turbomeca Alert Service Bulletin No. A319 79 4802, Update No. 1, dated April 3, 2006, to perform the replacements required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Turbomeca S.A., 40220 Tarnos, France; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15, for a copy of this service information. You may review copies at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Burlington, Massachusetts, on February 7, 2007.
Peter A. White,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E7-2425 Filed 2-13-07; 8:45 am]

2007-03-16 EADS SOCATA: Amendment 39-14927; Docket No. FAA-2006-26191; Directorate Identifier 2006-CE-60-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective March 15, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to EADS SOCATA TBM 700 airplanes, serial numbers 271 through 328, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states an excessive lateral play caused by a nonconforming washer might lead to the deterioration of the elevator trim tab bearing fatigue resistance.

Actions and Compliance

(e) Unless already done, within the next 100 hours time-in-service or 12 months, whichever occurs first, after the effective date of this AD, verify there is no lateral play for both elevator trim tabs and correct, as necessary, by installing a setting washer as instructed in the EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-135, ATA No. 55, dated December 2005.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Albert J. Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(g) Refer to Direction générale de l'aviation civile (DGAC) Airworthiness Directive No.: F-2006-028, dated February 1, 2006, approved by the European Aviation Safety Agency (EASA) on January 24, 2006; and EADS SOCATA TB Aircraft Mandatory Service Bulletin SB 70-135, ATA No. 55, dated December 2005, for related information.

Material Incorporated by Reference

(h) You must use EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-135, ATA No. 55, dated December 2005, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact EADS SOCATA, Direction des Services, 65921 Tarbes Cedex 9, France; telephone: 33 (0)5 62.41.73.00; fax: 33 (0)5 62.41.76.54; or SOCATA Aircraft, INC., North Perry Airport, 7501 Airport Road, Pembroke Pines, Florida 33023; telephone: (954) 893-1400; fax: (954) 964-4141.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:
http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on January 31, 2007.
Margaret Kline,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-1878 Filed 2-7-07; 8:45 am]

2007-03-17 EADS SOCATA Model TBM 700 Airplanes: Amendment 39-14928; Docket No. FAA-2006-26234; Directorate Identifier 2006-CE-64-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective March 15, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to EADS SOCATA TBM 700 airplanes, all serial numbers, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states that loose rivets on frames C18 BIS and C19 were found, which, if not corrected, could result in a reduced structural integrity of the tail area.

Actions and Compliance

(e) Unless already done, within the next 100 hours time-in-service (TIS) or 12 months, whichever occurs later, after the effective date of this AD, and thereafter at intervals not to exceed 100 hours TIS, accomplish a detailed inspection of the area and apply corrective actions as necessary by doing all the applicable actions in accordance with the accomplishment instructions of the EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-129, ATA No. 53, dated June 2005.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Albert J. Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et. seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(g) Refer to Direction générale de l'aviation civile Airworthiness Directive No F-2005-132, dated August 3, 2005; and EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-129, ATA No. 53, dated June 2005, for related information.

Material Incorporated by Reference

(h) You must use EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-129, ATA No. 53, dated June 2005, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact EADS SOCATA, Direction des Services, 65921 Tarbes Cedex 9, France; telephone: 33 (0)5 62.41.73.00; fax: 33 (0)5 62.41.76.54; or SOCATA Aircraft, INC., North Perry Airport, 7501 Airport Road, Pembroke Pines, Florida 33023; telephone: (954) 893-1400; fax: (954) 964-4141.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of thismaterial at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Kansas City, Missouri, on January 30, 2007.
Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-1877 Filed 2-7-07; 8:45 am]

2007-03-20 Turbomeca S.A.: Amendment 39-14931. Docket No. FAA-2006-26570; Directorate Identifier 2006-NE-39-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective March 19, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Turbomeca Makila 1A and 1A1 turboshaft engines. These engines are installed on, but not limited to Eurocopter AS 332 Super Puma helicopters.

Reason

(d) European Aviation Safety Agency (EASA) AD No. 2006-0070, dated March 30, 2006, states:

The control system of the engines covered by this Airworthiness Directive includes an electrical back-up mode at 85% N1 (gas generator speed) activated on the detection of certain occurrences affecting engine control. The activation of the back-up mode is irreversible and freezes the engine at 85% N1.

An analysis of reported occurrences in service showed that the back-up mode can be activated by an electrostatic discharge or by a malfunction of the collective pitch signal. The two engines fitted on the same helicopter can therefore be frozen in this back-up position at 85% N1.

The present Airworthiness Directive therefore imposes the application of modification TU241 on the LPG board of the Makila 1A and 1A1 ECU, which reduces the aforementioned risk by changing the conditions in which the engines switch to and are maintained in the 85% NG back-up mode.

Freezing both engines in the back-up mode can lead to an inability to continue safe flight and forced landing.

Actions and Compliance

(e) Unless already done, within 15 days after the effective date of this AD, apply the modification TU 241 by replacing the LPG board of the ECU using Turbomeca Mandatory Service Bulletin No. 298 73 0241, dated April 5, 2006.

FAA AD Differences

(f) None.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Engine Certification Office, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Contact Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7175; fax (781) 238-7199; e-mail: christopher.spinney@faa.gov, for more information about this AD.

(i) Refer to MCAI EASA Airworthiness Directive 2006-0070, dated March 30, 2006, and Turbomeca Mandatory Service Bulletin No. 298 73 0241, dated April 5, 2006, for related information.

Material Incorporated by Reference

(j) You must use Turbomeca Mandatory Service Bulletin No. 298 73 0241, dated April 5, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Turbomeca, 40220 Tarnos, France; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15.

(3) You may review copies at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/ federal-register/cfr/ibr-locations.html.

Issued in Burlington, Massachusetts, on January 31, 2007.
Peter A. White,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E7-2069 Filed 2-9-07; 8:45 am]

*On page 6932, column 2, February 14, 2007, of the Federal Register, we inadvertently left off the AD# to the title of this AD below. It should read "**2007-04-01** Pacific Aerospace…". We've corrected this copy. We will issue a correction to the Federal Register in the future.*

2007-04-01 Pacific Aerospace Corporation Ltd: Amendment 39-14932; Docket No. FAA-2006-26285; Directorate Identifier 2006-CE-69-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective March 21, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model 750XL airplanes, serial numbers 102, 104 through 120, 122, and 125, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states the finding of the possible installation of undersize rivets in the fuselage roof at STN 180.85, BL 19.67, WL 86.2.

Actions and Compliance

(e) Unless already done, within the next 150 hours time-in-service after the effective date of this AD, inspect the rivets in the fuselage roof at STN 180.85, BL 19.67, WL 86.2, and replace undersize rivets, following PAC Pacific Aerospace Corporation Mandatory Service Bulletin PACSB/XL/019, Date Issued: April 21, 2006.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows:
No differences.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et. seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(g) Refer to MCAI New Zealand Civil Aviation Authority AD DCA/750XL/8, Drafted: May 9, 2006; Effective Date: August 31, 2006; and PAC Pacific Aerospace Corporation Mandatory Service Bulletin PACSB/XL/019, Date Issued: April 21, 2006, for related information.

Material Incorporated by Reference

(h) You must use PAC Pacific Aerospace Corporation Mandatory Service Bulletin PACSB/XL/019, Date Issued: April 21, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Pacific Aerospace Corporation Ltd., Hamilton Airport, Private Bag HN 3027, Hamilton, New Zealand; telephone: 011 64 7 843 6144; fax: 011 64 7 843 6134.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Kansas City, Missouri, on February 5, 2007.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-2318 Filed 2-13-07; 8:45 am]

2007-04-02 CTRM Aviation Sdn. Bhd. (Formerly Eagle Aircraft (Malaysia) Sdn. Bhd.): Amendment 39-14933; Docket No. FAA-2006-23786; Directorate Identifier 2006-CE-11-AD.

Effective Date

(a) This AD becomes effective on March 21, 2007.

Affected ADs

(b) This AD supersedes AD 2004-11-04; Amendment 39-13649.

Applicability

(c) This AD affects Model Eagle 150B airplanes, all serial numbers, that are certificated in any category.

Unsafe Condition

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Malaysia. The actions specified in this AD are intended to detect and correct cracks in the canard inboard flap hinge support brackets, which could result in loss of retention of controls and consequently, loss of airplane control.

Compliance

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Inspect the gusset weld area of the canard inboard flap hinge support brackets, part number (P/N) 5731D01-05 and P/N 5731D01-02, for cracked, lifted, or missing paint in the area of the weld or suspected cracks.	Initially inspect before the next flight after June 4, 2004 (the effective date of AD 2004-11-04). Repetitively inspect thereafter before the first flight of each day.	Follow Eagle Aircraft Mandatory Service Bulletin SB 1109, Revision Original, Effective Date August 29, 2003.

Actions	Compliance	Procedures
(2) If cracked, lifted, or missing paint in the area of the weld or suspected cracks are found during any inspection required in paragraph (e)(1) of this AD, inspect the affected bracket more fully as specified in the service bulletin.	Before further flight after any inspection required by paragraph (e)(1) of this AD, where cracked, lifted, or missing paint in the area of the weld or suspected cracks are found.	Follow Eagle Aircraft Mandatory Service Bulletin SB 1109, Revision Original, Effective Date August 29, 2003.
(3) Replace any canard inboard flap hinge support brackets, P/N 5731D01-05 and P/N 5731D01-02, with new design inboard flap hinge brackets, P/N 5731D05-01 and P/N 5731D06-01.	Before further flight after any inspection where cracks are found or within 6 months after March 21, 2007 (the effective date of this AD), whichever occurs first. This action terminates the repetitive inspections required in paragraph (e)(1) of this AD.	Follow Eagle Aircraft Mandatory Service Bulletin SB 1120, Original, Effective Date June 3, 2005.
(4) Do not install any canard inboard flap hinge support brackets, P/N 5731D01-05 and P/N 5731D01-02.	As of March 21, 2007 (the effective date of this AD).	Not Applicable.

(f) The Australian AD allows an appropriately trained pilot to perform the visual inspections of the canard inboard flap hinge support brackets. Although the Malaysian AD does not specifically state this, it does refer to the Australian AD. Regardless, the Federal Aviation Regulations (14 CFR 43.3) only allow the pilot to perform preventive maintenance as described in 14 CFR part 43, App. A, paragraph (c). These visual inspections are not considered preventive maintenance under 14 CFR part 43, App. A, paragraph (c). Therefore, an appropriately-rated mechanic must perform all actions of this AD.

Special Flight Permit

(g) Special flight permits are not allowed for this AD. Part 39 of the Federal Aviation Regulations (14 CFR part 39) provides that FAA may issue special flight permits for ADs, unless otherwise specified in the individual AD. The FAA has determined that the safety issue is severe enough that failure of the canard inboard flap hinge support brackets must be prevented and cracks in this area must be detected before further operation.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, Standards Staff, FAA, ATTN: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(i) AMOCs approved for AD 2004-11-04 are approved for this AD.

Related Information

(j) Malaysian AD No. CAM AD 001-01-2004 R1, dated December 23, 2005; and Australian AD No. CASA AD/X-TS/5, dated August 21, 2003, revised April 2, 2004, also address the subject of this AD.

Material Incorporated by Reference

(k) You must use Eagle Aircraft Mandatory Service Bulletin SB 1120, Original, Effective Date June 3, 2005; and Eagle Aircraft Mandatory Service Bulletin SB 1109, Revision Original, Effective Date August 29, 2003 to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Eagle Aircraft Mandatory Service Bulletin SB 1120, Original, Effective Date June 3, 2005, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On June 4, 2004 (69 FR 30189, May 27, 2004), the Director of the Federal Register previously approved the incorporation by reference of Eagle Aircraft Mandatory Service Bulletin SB 1109, Revision Original, Effective Date August 29, 2003.

(3) For service information identified in this AD, contact CTRM Aviation Sdn. Bhd. (formerly known as Eagle Aircraft Sdn. Bhd.), Locked Bag 1028, Pejabat Pos Besar Melaka, 75150 Melaka, Malaysia; telephone: 06 317 1007; fax: 06 317 7023.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on February 5, 2007.
David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-2319 Filed 2-13-07; 8:45 am]

2007-04-08 EADS SOCATA: Amendment 39-14939; Docket No. FAA-2006-25637; Directorate Identifier 2006-CE-43-AD.

Effective Date

(a) This AD becomes effective on March 23, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model TBM 700 airplanes, serial numbers 126 through 322, equipped with a pilot door, that are certificated in any category.

Unsafe Condition

(d) This AD results from a pilot door adjustment procedure not being done properly. We are issuing this AD to detect and correct incorrect length pilot door locking stop-fittings. This condition, if not corrected, could result in depressurization of the airplane.

Compliance

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Inspect the pilot door locking stop-fittings for correct length.	Within 30 days after March 23, 2007 (the effective date of this AD), unless already done.	Follow EADS SOCATA Service Bulletin SB 70-131, ATA No. 53, dated July 2005.
(2) If any incorrect length pilot door locking stop-fittings are found, replace them.	Before further flight after the inspection required by paragraph (e)(1) of this AD.	Follow EADS SOCATA Service Bulletin SB 70-131, ATA No. 53, dated July 2005.

(f) If you have ordered parts and they are not available, then you may fly unpressurized until parts become available or for a period not to exceed 90 days after the inspection required in paragraph (e)(1) of this AD, whichever occurs first. You must also fabricate and install a placard as described below. Completing the action of paragraph (e)(2) of this AD terminates the placard requirement.

(1) Fabricate (using letters at least 1/8 inch in height) a warning placard which states ‘‘This airplane is prohibited from pressurized flight."

(2) Install the placard in full view of the pilot. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may install the placard as required in paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Standards Office, Small Airplane Directorate, FAA, ATTN: Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(h) You must use EADS SOCATA Service Bulletin SB 70-131, ATA No. 53, dated July 2005 to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact EADS SOCATA, Direction des Services, 65921 Tarbes Cedex 9, France; telephone: 33 (0)5 62 41 73 00; fax: 33 (0)5 62 41 76 54; or SOCATA AIRCRAFT, INC., North Perry Airport, 7501 South Airport Rd., Pembroke Pines, FL 33023; telephone: (954) 893-1400; fax: (954) 964-4141.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on February 6, 2007.
Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-2507 Filed 2-15-07; 8:45 am]

2007-04-12 Gippsland Aeronautics Pty. Ltd.: Amendment 39-14944; Docket No. FAA-2007-27174; Directorate Identifier 2007-CE-006-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective March 8, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Model GA8 airplanes, serial numbers GA8-00-004 and up, certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 55: Stabilizers.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

Inspection of a high time aircraft has revealed cracks in the Horizontal Stabiliser rear spar splice plate and inboard main ribs around the area of the Horizontal Stabiliser rear pivot attachment. Additionally, failure of some attach bolts in service may be due to improper assembly.

Actions and Compliance

(f) Unless already done, do the following actions.

(1) Within the next 10 hours time-in-service (TIS) after March 8, 2007 (the effective date of this AD):

(i) For all aircraft not incorporating CNC machined elevator hinges, inspect and repair as required, the left and right horizontal stabilizer rear pivot attachment installation following instruction "3. Rear Pivot Attachment Inspection," of Gippsland Aeronautics Mandatory Service Bulletin SB-GA8-2002-02, Issue 4, dated January 4, 2007; and,

(ii) For all aircraft replace the left and right rear attach bolt following instruction "5. Rear Attach Bolt Replacement," of Gippsland Aeronautics Mandatory Service Bulletin SB-GA8-2002-02, Issue 4, dated January 4, 2007.

(2) Within the next 10 hours TIS after March 8, 2007 (the effective date of this AD); and repetitively thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first, for all aircraft:

(i) Inspect the horizontal stabilizer externally following instruction "2. External Inspection (Lower flange, Stabilizer rear spar)," of Gippsland Aeronautics Mandatory Service Bulletin SB-GA8-2002-02, Issue 4, dated January 4, 2007; and

(ii) Inspect the horizontal stabilizer internally following instruction "4. Internal Inspection," of Gippsland Aeronautics Mandatory Service Bulletin SB-GA8-2002-02, Issue 4, dated January 4, 2007.

(3) Before further flight, if during the inspection required by paragraph (f)(2) of this AD any excessive local deflection or movement of the lower skin surrounding the lower pivot attachment, cracking, or working (loose) rivet is found, obtain an FAA-approved repair scheme from the manufacturer and incorporate this repair scheme. Continued operational flight with un-repaired crack damage is not permitted.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows:

(1) "Requirement: 1. Daily Inspection (Stabiliser attach bolt)" of the MCAI requires a daily inspection of the stabilizer attach bolt. The daily inspection is not a requirement of this AD. Instead of the daily inspection, we require you to perform, within 10 hours TIS, "Requirement 3. Rear Pivot Attachment Inspection" and "Requirement 5. Rear Attachment Bolt Replacement" of the MCAI. Compliance with requirement 3. and 5. is a terminating action for the daily inspection, and we are requiring these within 10 hours TIS after the effective date of this AD.

(2) "Requirement: 2. External Inspection (Lower flange, Stabiliser rear spar)" of the MCAI does not specify any action if excessive local deflection or movement of lower skin, cracking, or working (loose) rivet is found. We require obtaining and incorporating an FAA-approved repair scheme from the manufacturer before further flight.

(3) The MCAI does not state if further flight with known cracks is allowed. FAA policy is to not allow further flight with known cracks in critical structure. We require that if any cracks are found when accomplishing the inspection required in paragraph (f)(2) of this AD, you must repair the cracks before further flight.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, ACE-112, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et. seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI CASA AD No. AD/GA8/5, Amdt 1, dated January 24, 2007; and Gippsland Aeronautics Mandatory Service Bulletin SB-GA8-2002-02, Issue 4, dated January 4, 2007, for related information.

Material Incorporated by Reference

(i) You must use Gippsland Aeronautics Mandatory Service Bulletin SB-GA8-2002-02, Issue 4, dated January 4, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Gippsland Aeronautics, Attn: Technical Services, P.O. Box 881, Morwell Victoria 3840, Australia; fax: +61 03 5172 1201; Internet: http://www.gippsaero.com.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Kansas City, Missouri, on February 6, 2007.
Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-2516 Filed 2-15-07; 8:45 am]
BILLING CODE 4910-13-P

2007-04-13 EADS SOCATA: Amendment 39-14945; Docket No. FAA-2006-26235; Directorate Identifier 2006-CE-65-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective March 23, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model TBM 700 airplanes, serial numbers 1 through 9999, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states reports of cracks found on several main landing gear (MLG) cylinders. If not detected and corrected, fatigue cracks in the shock strut cylinder of the MLG could result in a collapsed MLG during takeoff or landing, and possible reduced structural integrity of the airplane.

Actions and Compliance

(e) Unless already done, do the following actions.

(1) As of March 23, 2007 (the effective date of this AD), for MLG with forging body totaling more than 1,750 landings but less than 3,501 landings since new:

(i) Inspect the forging body for cracks within 100 landings after March 23, 2007 (the effective date of this AD) in accordance with the accomplishment instructions of EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, ATA No. 32, dated January 2006.

(ii) If no cracks are detected, repetitively inspect thereafter every 175 landings.

(2) As of March 23, 2007 (the effective date of this AD), for MLG with forging body totaling more than 3,500 landings since new:

(i) Inspect the forging body for cracks within 25 landings after March 23, 2007 (the effective date of this AD) in accordance with the accomplishment instructions of EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, ATA No. 32, dated January 2006.

(ii) If no cracks are detected, repetitively inspect thereafter every 175 landings.

(3) If any cracks are detected during any inspection required in paragraph (e) of this AD:

(i) Before further flight, remove the affected landing gear leg and confirm the presence of the crack with dye penetrant inspection or fluorescent penetrant inspection.

(ii) If the crack is confirmed, before further flight, contact EADS SOCATA to coordinate the landing gear repair/replacement and then conform to any instruction stated by EADS SOCATA.

(4) If you do not know the number of landings, follow the instructions in the Compliance section of EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, ATA No. 32, dated January 2006.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, Small Airplane Directorate, ATTN: Albert J. Mercado, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(g) Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2006-0085, dated April 12, 2006, for related information.

Material Incorporated by Reference

(h) You must use EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, ATA No. 32, dated January 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact EADS SOCATA, Direction des Services, 65921 Tarbes Cedex 9, France; telephone: 33 (0)5 62.41.73.00; fax: 33 (0)5 62.41.76.54.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Kansas City, Missouri, on February 8, 2007.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 07-670 Filed 2-15-07; 8:45 am]

EMERGENCY AIRWORTHINESS DIRECTIVE

Airplane Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post Emergency ADs on the internet at www.faa.gov/airplane/safety/alerts

DATE: February 16, 2007
AD #: 2007-04-51

This emergency airworthiness directive (AD) 2007-04-51 is sent to all owners and operators of General Electric Aircraft Engines (GE) CF34-3A1/-3B/-3B1 turbofan engines installed on Bombardier, Inc. CL-600-2B16 (CL-601-3R Variant), CL-600-2B16 (CL-604 Variant), and CL-600-2B19 (Regional Jet Series 100 and 440) model airplanes.

Background

This emergency AD results from a report that a GE CF34-3B1 turbofan engine experienced an uncontained fan disk failure during flight operation. After landing the airplane, an inspection of the GE CF34-3B1 engine showed the front section of the engine failed, resulting in the fan, forward cowlings, and fan reverser departing from the engine. The airplane sustained minor fuselage damage. A subsequent inspection of the recovered segments of the fan disk, found an electrical arc-out defect at the fracture origin site. The fan disk was marked using the electro-chemical etch marking (ECM) procedure during engine assembly. If the ECM procedure is performed incorrectly, an arc-out defect can occur. This arc-out defect, caused during part marking, resulted in the uncontained failure. This condition, if not corrected, could result in an uncontained fan disk failure and airplane damage.

Explanation of Relevant Service Information

We have reviewed and approved GE Alert Service Bulletin (ASB) No. CF34-BJ S/B 72-A0213, dated February 15, 2007, and GE ASB No. CF34-AL S/B 72-A0232, dated February 15, 2007. Those ASBs describe procedures for visual and tactile inspection of certain areas of certain serial number (SN) fan disks.

Interim Action

These actions are interim actions and we might take additional rulemaking actions in the future.

FAA's Determination and Requirements of the Rule

We have identified an unsafe condition that is likely to exist or develop on certain other GE CF34-3 A1/-3B/-3B1 turbofan engines of this same type design. This AD requires a onetime visual and tactile inspection of certain areas of certain SN fan disks, within 20 engine flight hours after receipt of this emergency AD. You must use the service information described previously to perform these actions.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil airplane in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Determination of Rule's Effective Date

We are issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator, and it is effective immediately upon receipt.

2007-04-51 General Electric Aircraft Engines: *Docket No. 2007-NE-06-AD*

Effective Date

(a) Emergency AD 2007-04-51, issued on February 15, 2007, is effective upon receipt.

Affected ADs

(b) None.

Applicability

(c) This AD applies to General Electric Aircraft Engines (GE) CF34-3A1/-3B/-3B1 turbofan engines that have fan disks with serial numbers (SNs) listed in Table 1 of this AD. Affected regional jet fan disk part numbers (P/Ns) are 5922T01G04, 5922T01G05, 6078T57G01, 6078T57G02, 6078T57G03, 6078T57G04, 6078T57G05, and 6078T57G06. Affected business jet fan disk P/Ns are 5921T18G01, 5921T18G09, 5921T18G10, 5921T54G01, 5922T01G02, 5922T01G04, 5922T01G05, 6020T62G04, 6020T62G05, 6078T00G01, 6078T57G01, 6078T57G02, 6078T57G03, 6078T57G04, 6078T57G05, and 6078T57G06. These engines are installed on, but not limited to, Bombardier, Inc. CL-600-2B16 (CL-601-3R Variant), CL-600-2B16 (CL-604 Variant), and CL-600-2B19 (Regional Jet Series 100 and 440) model airplanes.

Table 1 - Fan Disk SNs and Last Known Associated Engine Serial Number (ESN).

SN (Fan Disk)	ESN (Current)
GEE148JH	872787
GEE01629	807168
GEE01888	807188
GEE147MF	807620
GEE147NA	807622
GEE147V5	807624
GEE147VC	807625
GEE148JG	807633
GEE145LL	872526
GEE145NK	872545
GEE1466F	872563
GEE1466L	872568
GEE146H3	872599
GEE146KD	872604
GEE146N7	872634
GEE147N7	872705
GEE147N8	872709
GEE14818	872727
GEE14815	872730
GEE1480J	872731
GEE1485J	872745
GEE1480F	872750
GEE14885	872763
GEE148EJ	872780
GEE148FT	872785
GEE148ER	872790
GEE148PN	872804
GEE148RN	872811
GEE148TW	872817
GEE03675	SPARE
GEE148R0	SPARE

Unsafe Condition

(d) This AD results from a report that a GE CF34-3B1 turbofan engine experienced an uncontained fan disk failure during flight operation. We are issuing this AD to detect electrical arc-out defects on fan disks, which could result in an uncontained fan disk failure and airplane damage.

Compliance

(e) You are responsible for having the actions required by this AD performed within 20 engine flight hours after the effective date of this AD, unless the actions have already been done.

Inspection of the Fan Disk

(f) Perform a onetime visual and tactile inspection of the bore area on the 31 fan disks listed in Table 1 of this AD, that have not had a shop-level inspection.

(g) For regional jet engine models CF34-3A1/-3B1, use paragraphs 3.A through 3.B.(2)(g) of the Accomplishment Instructions of GE Alert Service Bulletin No. CF34-AL S/B 72-A0232, dated February 15, 2007, to do the inspections.

(h) For business jet engine models CF34-3A1/-3B, use paragraphs 3.A through 3.B.(2)(g) of the Accomplishment Instructions of GE Alert Service Bulletin No. CF34-BJ S/B 72-A0213, dated February 15, 2007, to do the inspections.

Alternative Methods of Compliance

(i) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(j) AD 2006-05-04, dated March 3, 2006, also addresses the subject of this AD. GE ASB No. CF34-BJ S/B 72-A0088, dated August 21, 2000, and GE ASB No. CF34-AL S/B 72-A0103, dated August 4, 2000, pertain to the subject of this AD.

Contact Information

(k) For further information, contact: Tara Chaidez, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803, email: tara.chaidez@faa.gov ; telephone (781) 238-7773; fax (781) 238-7199.

Issued in Burlington, Massachusetts, on February 16, 2007.

Francis A. Favara
Manager, Engine and Propeller Directorate
Airplane Certification Service

EMERGENCY AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

www.faa.gov/aircraft/safety/alerts/

DATE: February 17, 2007
AD #: 2007-05-51

This Emergency Airworthiness Directive (AD) is prompted by the discovery of a cracked lateral mixer output link assembly (mixer link), part number (P/N) 600N7636-1, on an in-service MDHI Model MD600N helicopter. Cracks were also found on two additional mixer links, P/N 600N7636-3, which were being held as spares. The cracks on all three mixer links run through the bearing end area of the mixer link and emanate from staking marks in the mixer link. Cracks in the mixer link, if not detected, could result in failure of the mixer link and subsequent loss of control of the helicopter.

The requirements of this AD are interim actions; the manufacturer continues to investigate the cause of the cracks and, based on that investigation, we will determine either follow-on actions or a terminating action for the requirements of this AD.

The FAA has reviewed MDHI Service Bulletin No. SB600N-044, dated February 16, 2007 (SB), which describes procedures for a one-time visual inspection and an eddy current inspection of the mixer link. The SB includes only P/Ns 600N7636-1, and -3 in its effectivity, however, because the exact cause of the cracks is unknown, and the -9 and -11 are similar designs, we have included them in the applicability of this AD. We are also requiring an eddy current inspection of each affected mixer link before installing it on any helicopter.

A one-time flight permit is allowed for flying the helicopter to an approved maintenance facility to perform the eddy current inspection, provided that no crack is found during the visual inspection required in paragraph (a) of this AD and that the helicopter's airspeed does not exceed 100 knots.

This unsafe condition is likely to exist or develop on other helicopters of the same type design. Therefore, this AD requires, before further flight, the following for each mixer link, P/N 600N7636-1, -3, -9, and -11:

Removing each mixer link, and visually inspecting, with a bright light and a 10x or higher magnifying glass, the shaded areas on both sides around the bearing bore for any crack; and

Performing an eddy current inspection of each mixer link in the bearing end areas.

Replacing any cracked mixer link with an airworthy mixer link on which an eddy current inspection has been performed.
This AD also requires performing an eddy current inspection on each mixer link before installing it on any helicopter.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this emergency AD.

2007-05-51 MD Helicopters Inc. (MDHI): Directorate Identifier **2007-SW-05-AD**.

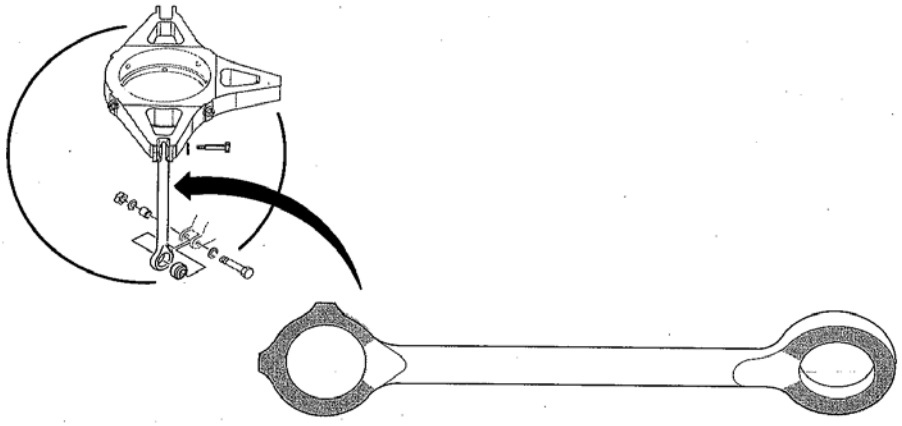
Applicability: Model MD600N helicopters, with a lateral mixer output link assembly (mixer link), part number (P/N) 600N7636-1, -3, -9, or -11 installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To detect a crack in the mixer link, which could result in failure of the mixer link and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight:

(1) Remove each mixer link and visually inspect, with a bright light and a 10x or higher magnifying glass, the shaded areas around the bearing bore for any crack as depicted in the following Figure 1:



Bearings have been removed for clarity.

Figure 1

(2) Perform an eddy current inspection of each mixer link in the bearing end areas.

(3) Replace any cracked mixer link with an airworthy mixer link on which an eddy current inspection has been performed.

Note: MDHI Service Bulletin No. SB600N-044, dated February 16, 2007, pertains to the subject of this AD.

(b) Perform an eddy current inspection on each mixer link before installing it on any helicopter.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Los Angeles Aircraft Certification Office, FAA, ATTN: Jon Mowery, Aviation Safety Engineer, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5322, fax (562) 627-5210, for information about previously approved alternative methods of compliance.

(d) A one-time special flight permit may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the eddy current inspection requirements of this AD can be accomplished provided that no crack is found during the visual inspection required in paragraph (a) of this AD and that the helicopter's airspeed does not exceed 100 knots.

(e) Copies of the applicable service information may be obtained from MD Helicopters Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, Arizona 85215-9734, telephone 1-800-388-3378, fax 480-346-6813, or on the web at www.mdhelicopters.com.

(f) Emergency AD 2007-05-51, issued February 17, 2007, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Jon Mowery, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5322, fax (562) 627-5210.

Issued in Fort Worth, Texas, on February 17, 2007.

David A. Downey,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.